

DRAFT Telephone Conversation/Meeting Summary

Boston Overflight Noise Study Logan International Airport

DATE: 12/13/05
TIME: 9:00 a.m.

Telephone Conversation
 Meeting
 Other

SUBJECT: Project Management Call

SUMMARY PREPARED BY: Cheri Massaro

DATE PREPARED: 12/13/05

PARTICIPANTS (include affiliation):

Name	Affiliation
Greg Wellman	PC
Stephen Smith	PC
Gail Lattrell	FAA
Flavio Leo	Massport
Robb Varani	PC
Ralph Dormitzer	CAC
Sandra Kunz	CAC
Jon Woodward	IC

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SUMMARY OF CONTINUING ACTION ITEMS

RNAV Design -- Greg Wellman opened the meeting with a discussion on the CAC concerns regarding the RNAV designs. There was confusion as to whether or not the RNP was the office to decide what is to be done and whether or not it is correct that there would be three routes: one North, one South, and one West. The PC confirmed that RNP is the approving agency and they gave guidance on what will work. For an RNAV, they want to develop procedures by direction and develop one procedure that serves the departure fixes. Since the VA leg turns so close to the runways, it will be vectored off to Runway 22 and turn left.

The PC reported that the original intent was to see how high the altitude would be and has changed to the issue of noise benefit and dispersion. The CAC reported that it is not possible to focus traffic over the common waypoints; there needs to be dispersion in order to create situations where the noise is reduced over communities. The RNP office will decide what procedure will help with concentration of flights and noise abatement. The CAC made it clear that if the community doesn't agree with the procedure, then it will not work.

The PMT agreed that it would be best to receive guidance and input from local airspace TRACON, such as Joe Davies and Joe Bellabona. These representatives know the airspace, configurations, and runways best.

The PC reported that RNAV implementation is a very sensitive issue because it takes years to develop an RNAV procedure. It was confirmed that the PC/IC are doing well in terms of time taken to develop the RNAV because they have good resources.

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BOS/TAC Meeting -- The CAC suggested that a Powerpoint presentation and a picture from TARGETS be shown at the December 15th BOS/TAC meeting highlighting the issue with dispersion and presenting the goals.

The PC confirmed that they would send out the contact information for the web/dial-up to participants by Thursday, December 15th.

Phase 2 Scope of Work – The goal is to get a high level of what is going to be studied and accomplished and look at the goals that are in place.

The PC confirmed that they will try to accomplish the preferred elements to be implemented while going through an EIS process. The PC suggested that this may be a New England Regional issue and is a work in progress. The FAA becomes the decision maker and will try to get a firm commitment from the representatives of air traffic as they enter the EIS phase.

The PC confirmed that they will make changes to the outline and introduction.

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Topic/Discussion	Action Item/Responsibility
BOS/TAC Meeting for December 15 th , 2005.	The PC will make the contact information for the web/dial-up conference available to participants by Thursday.